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CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

COUNTRY East Germany

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25X1

THIS IS UNEVALUATED INFORMATION

25X1

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a. Locomotive Performance and Consumption of Coal

Time Period	Coal Consumption (in Tons)	Locomotive Performance (in million ton/km)	Specific Coal Consumption (in tons per million ton/km)
December 1953	743,[illegible]	11,163.7	66.35
1953	743[illegible]	149,373.1	62.25
January 1954	736,[illegible]	10,320.0	71.3

b. Disruption of Traffic

In January 1954, disruption of traffic caused by failures of locomotives increased by almost 40 percent over December 1953. Most of the failures were caused by the spell of cold weather during the reported period.

c. Electrification of Railroad Lines in Middle Germany

Contracted assembly work to be executed in 1954 on overhead lines at the Halle and Koethen railroad stations is nearing completion. Surveying has been completed at the Muldenstein railroad power station, work on the installation of two rotary current generators with an output of 12.5 MW was started. 2

The Cottbus regional railroad headquarters was ordered by the East German Railroad Ministry to report on the types of damage suffered by the locomotives during the period from 1 January through 31 December 1953. The analysis given by the Cottbus RBD presented the following picture:

25 YEAR RE-REVIEW

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25X1

Type of Damage	Number of Locomotives Affected
Loose tires	45
Defective wheel flanges	23
Defective boilers and fire boxes	59
Defective tubing	9
Defective slide valve boxes	5
Unusable tenders	11
Damage caused by accidents	34
Miscellaneous damage	36
Total:	222

This tabulation shows that 222 locomotives had to be deadlined for various types of damage in 1953. Noteworthy is the high percentage of damage suffered by wheel tires and boilers. The Cottbus RBD has a total of 442 operational locomotives.

3. 25X1

a. The USSR is at present delivering a total of 38,000 tons of railroad rails to East Germany. These rails differ in their measurements from the standard German rails. They have a width of 132 mm at their base as against a width of 122 mm fixed for German rails. For this reason these rails cannot be fastened to ties by means of fish-plates and bolts, but must be nailed after the Soviet pattern. However, this procedure requires the utilization of special nails of manganese steel. Such nails can only be imported from Western countries. If these imports should not be forthcoming, the Soviet rail imports which are adequate for 380 km of trackage would be absolutely useless. 3

b. After a prolonged period of development work a short type of tie has gone into production. These ties are manufactured by pressing and liming outside planks. Trials made with these ties proved that they are superior to the previous standard ties. A total of 500,000 such ties are scheduled to be manufactured in 1954. 4

4. 25X1

a. The East German park of freight cars includes the following equipment:

Boxcars: 40,000 units, including 1,200 narrow-gauge cars;
Gondola cars : 73,000 units, including 2,000 narrow-gauge cars;
Miscellaneous freight cars: 29,000 units, including 800 narrow-gauge cars;
Total: 142,000 units. 5

Of this total, 85,200 freight cars are to be turned in every year to RAWs
for GJU repairs;
8,000 for GJU a,
and 20,400 for GMU repairs;
24,600 for GHU repairs,
and 3,800 for GGR repairs. 6

On the average, one GJU repair requires 80 "Wage" hours (0.08 RE)
one GJUa repair 120 " " (0.12 RE)

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

one GMU repair 160 "wage" hours (0.16 RE);
one GHU repair 380 " " (0.38 RE); and
one GGR repair 520 " " (0.52 RE).

One RE (Reparatur Einheit) (repair unit) represents 1,000 wage hours.

The total of repair work assigned to East German RAWs per year represents 22,364 REs. According to East German calculations (10 wage hours are worked in one eight-hour shift), a total of 12,376 productive RAW workers are required to cope with this volume of repair work.

b. Status and Missions of RAWs

Note: 25X1
WD stands for Werkdirektor (general manager), TD for Technischer Direktor (technical manager).

RAW Berlin, Warschauer Strasse

Repair of freight cars The installation is of medium size. WD: Fischer TD: Schulze 25X1

RAW Blankenburg/Harz

Repair of wooden freight cars and to a minor extent of tender locomotives. A sawmill at Ruebeland is attached to this RAW. WD: Wende TD : ? 25X1

RAW Brandenburg/West at Kirchmoeser

The installation is a large enterprise which is housed in a former ammunition depot. It is charged with the repair of non-German freight cars It is equipped with a forge, a lathe shop, a sawmill and an iron foundry. WD: Kordinar TD: Hellwig, 25X1

RAW Chemnitz (Karl-Marx-Stadt)

The installation is one of the major railroad repair shops. It is charged with the repair of steel passenger cars narrow-gauge freight cars the conversion of freight cars into cabooses, and repair locomotives WD: Schilde TD: Beer 25X1

RAW Cottbus

The repair shop is a medium installation and charged with the repair of locomotives and freight cars. WD : Rother TD : Not known. 25X1

RAW Delitzsch

A major installation charged with the repair of standard-gauge bogie passenger cars except for dining cars, sleeping cars and special cars. WD: Reiche TD: Schueler 25X1

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

RAW Dessau

A medium installation charged with the repair of rail motor coaches and electric locomotives. WD: Engel. TD: Not known.

RAW Dresden

A major installation charged with the repair of freight cars WD: Not known TD: Bueschel.

RAW Eberswalde

A major installation charged with the repair of freight cars convinced WD: commenced Drechsdorf TD: Herrlich

RAW Gotha

A minor installation charged with the repair of two- and three-axle passenger cars, in particular of obsolescent types. WD: Stapp TD: Not known.

RAW Greifswald

A minor installation charged with the repair of passenger cars used by locomotive brigades and Derutra.7
WD: Schulle TD: Feldberg

RAW Grunewald

A minor plant charged with the repair of freight cars
WD: Duesterhoeff TD Not known.

RAW Halberstadt

A minor installation charged with the repair of two-axle and three-axle passenger cars, in particular of modern types.
WD: Baradry TD: Not known.

RAW Halle A medium plant charged with the repair of locomotives.

RAW Jena

A medium plant charged with the repair of tank cars

RAW Leipzig

A large installation charged with the repair of passenger cars and locomotives.

RAW Magdeburg

A major installation charged with the repair of freight cars particularly boxcars.
WD: Holzer TD: Sass

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

25X1

RAW Malchin

A very small installation charged with the repair of freight cars

25X1

RAW Meiningen

A major installation charged with the repair of locomotives

25X1

RAW Niedersachswerfen

A very small installation charged with the repair of tank cars.

RAW Potsdam

A medium installation which has existed for a very long time. It is charged with the repair of freight cars
WD: Stader TD: Oldag,

25X1

RAW Quedlinburg

A small installation charged with the repair of tank cars.

The installation is subordinate to the Tank Car Distribution Point.

RAW Schlauroth

25X1

A very small installation charged with the repair of narrow-gauge locomotives .

RAW Berlin-Schoeneweide

A medium plant charged with the repair of elevated train cars;
the installation is also suited for repair work on express train coaches.
WD: Wegner, SED man, TD: Nitsche

25X1

RAW Stendal

A major plant charged with the repair of locomotives.

RAW Berlin-Tempelhof

A medium plant charged with the repair of freight cars
and tender locomotives. WD: Hied TD: Quetschke

25X1

RAW Wittenberge

A medium-sized and very efficient installation charged with the repair of passenger cars of various types and fast rail motor coaches besides standard-gauge and narrow-gauge locomotives.
WD: Dr. Hoerstel TD: Winkel

25X1

RAW Zwickau

A major installation charged with the repair of freight cars and locomotives

25X1

WD: Eichmann TD: Not known.

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Auxiliary Railroad Repair Installations

Perleberg

A very small installation charged with the repair of narrow-gauge freight cars and passenger cars attached to RAW Wittenberge. 25X1

Friedland

A very small installation, attached to RAW Malchin, charged with repair work on narrow-gauge freight cars 25X1

Hoyerswerda

A medium-sized plant, attached to RAW Dresden, but scheduled to become an RAW on 1 January 1955. The installation is charged with the repair of freight cars 25X1

Kuehltransit in Leipzig

A very small installation, under trusteeship administration, charged with the repair of tank cars and refrigerator cars.

MITROPA in Gotha

A very small installation which is scheduled to become an RAW. The installation is charged with the repair of dining cars, sleeping cars and special cars of the MITROPA.

Stahlkonstruktionswerk in Dessau

A small installation charged with the manufacture of pylons for the re-electrification of railroad lines in Central Germany. 8

1. Comment. Coal consumption figures indicate that 23,904 tons of coal were consumed daily in December 1953, 23,807 tons in January 1954, and an average of 20,360 tons throughout 1953. Daily consumption quotas were fixed at 25,000 tons for December 1953, and 24,500 tons for January 1954. 25X1
East German locomotives 25X1
daily use 20,000 tons of coal on the average.

2. Comment. Information on the electrification of railroad lines in Central 25X1
Germany was transmitted previously

3. Comment. According to other information, a total of 50,000 tons of railroad rails were to be delivered by the USSR. Deliveries were started via Frankfurt/Oder in mid-October 1953. 25X1

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

Approved For Release 2009/06/04 : CIA-RDP80-00810A003701090002-9

4. [redacted] Comment. This type of short tie was developed because of a shortage of timber in East Germany. 25X1

5. [redacted] Comment. According to a count of freight cars made on 14 November 1953, the East German park of operational freight cars included 136,543 standard-gauge and 3,536 narrow-gauge freight cars. [redacted]

6. [redacted] Comment. The abbreviations used have the following meanings:
GHU (Hauptuntersuchung) general check up, made every five years.
GJU (Jahresuntersuchung) annual check up;
GJUa (Jahresuntersuchung mit neuem Anstrich fuer gedeckte Wagen) annual check up and new coat of paint for boxcars;
GMU (Jahresuntersuchung mit neuem Anstrich fuer die uebrigen Wagen) annual check up with new coat of paint for the other type cars;
GGR (Generalreparatur) general overhaul, to be made after each 5th or 6th GHU.

7. [redacted] Comment: This abbreviation has not been identified.

Comment: As of 1 January 1954 Derenburg has been known as Dardesheim.

8. [redacted] Comment.

[redacted] werken was made an RAW [redacted] ar, Quedlinburg has not been carried as an RAW; [redacted] it is subordinate to the Railroad Tank Car Distribution [redacted] Stahlkonstruktionswerk Dessau, previously Stahlbau Carl Koeckert, was taken over by the East German Railroad Administration on 1 January 1953 as an RAW. [redacted]

25X1

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